IV. SECONDARY AND CUMULATIVE IMPACTS ASSESSMENT

A. INTRODUCTION

1. Purpose and Regulatory Basis

NEPA requires that the potential direct, secondary, and cumulative impacts of a federally funded project be identified, evaluated and mitigated as appropriate. Within the context of NEPA, secondary effects are defined by the CEQ as impacts that are "caused by an action and are later in time or farther removed in distance but are still reasonably foreseeable" (40 CFR 1508.8). Cumulative effects are defined as "the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions…." (40 CFR 1508.7). If a project does not *directly* impact a particular environmental resource, the project would not contribute to a *cumulative* impact on that resource.

2. FHWA and CEQ Guidance

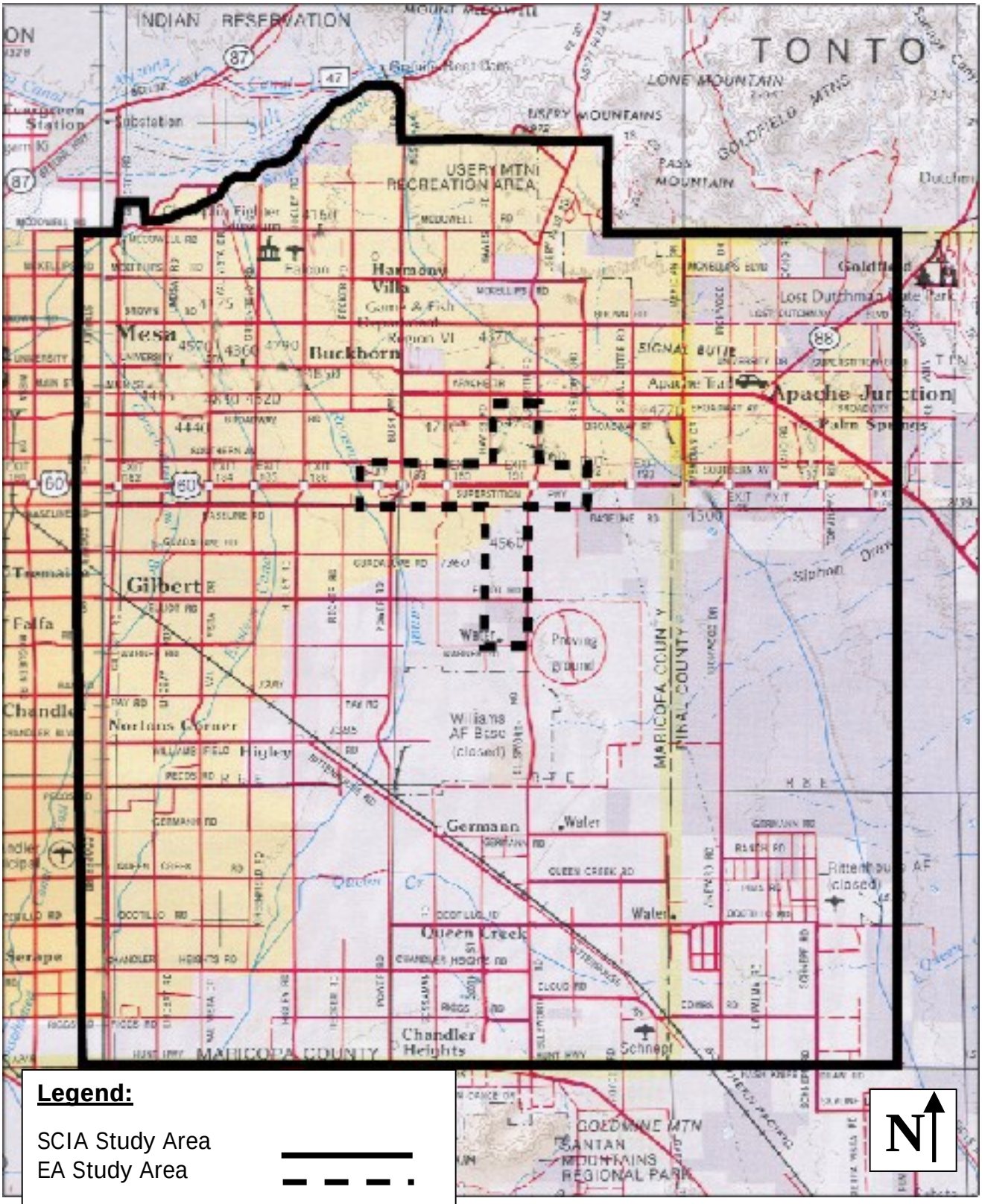
This Secondary and Cumulative Impacts Assessment (SCIA) is conducted in accordance with FHWA and CEQ regulations and guidance documents, including the January 1997 CEQ handbook titled *Considering Cumulative Effects Under the National Environmental Policy Act* **(CEQ 1997),** and the April 1992 FHWA position paper titled *Secondary and Cumulative Impact Assessment in the Highway Project Development Process* **[FHWA Paper (USDOT 1992)]**.

3. Methodology

The evaluation in this SCIA is limited to a 360-square-mile area (defined as the SCIA study area). The 26-square-mile Draft EA Study Area is within the boundaries of the SCIA study area (Figure 4-1). A design year (estimated time period over which a feature would provide its intended traffic capacity) of 2025 and a historic time limit of 1975 were used in this SCIA for the purpose of population growth analysis.

Data compiled from the following documents were incorporated to the extent possible, to avoid duplication of effort and documentation:

- The 1999 FEIS **(ADOT 1999a)**.
- The Santan Freeway, Price Freeway to Baseline Road, Final EA **(ADOT 1999b)**.
- High Occupancy Vehicle and General Use Lanes Study, US60-Jct. I-10 to Power Road Final EA **(ADOT 1999c)**.



SCIA Study Area

202L/US60 Traffic Interchange
TRACS No. 202L MA 028 H5686 01D
Project No. NH-202-B(ACG)

Figure 4-1

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Additional data collection on the existing condition was performed to address the larger SCIA study area.

Section IV.C. presents an analysis of the potential secondary and cumulative impacts identified within the SCIA study area. If the project is not expected to pose a secondary impact, or substantially contribute to a cumulative impact on a given resource, that resource is not addressed. The section also summarizes potential impacts and their corresponding mitigation measures. As emphasized by the FHWA Paper, when evaluating mitigation, it is important to distinguish the current project as just one project along with other projects contributing to impacts in the study area. Therefore, each impact on the resource is weighted according to its extent, intensity, and duration. These ratings are defined in Section IV.C.

B. OVERVIEW OF HISTORIC, EXISTING, AND FUTURE CONDITIONS

The following overview of historic and future conditions in the SCIA study area is limited to demographic data and land use resources. Existing conditions have been previously described in Chapter III of this document.

1. Demographics

Population Growth

The statewide population has grown steadily over the past 30 years, increasing from approximately 1,775,000 in 1970 to 4,9612,000 in 2000. Municipalities to the east and south are widely recognized as among the fastest growing sectors in the Phoenix metropolitan area. Table 4-1 depicts population trends within Maricopa and Pinal Counties.

Although, the current MAG and the Arizona Department of Economic Security population projection models do not include transportation or land development factors, it is expected that similar rates of population growth would continue in the east valley irrelevant of the construction of this project.

Table 4-1. Population Growth Trends

Year	Mesa	Chandler	Gilbert	Queen Creek	Apache Junction	Maricopa County	Pinal County
1970	63,049	13,763	1,971	N/A	3,863	971,228	68,579
1980	152,404	29,673	5,717	1,378	9,935	1,509,175	90,918
1990	288,104	89,862	29,122	2,667	18,092	2,122,101	116,397
1995	338,117	132,360	59,338	3,072	N/A	2,551,765	N/A
2000	385,440	166,105	97,535	3,955	22,621	2,991,250	169,475
2005	435,960	193,995	119,120	6,525	24,361	3,329,561	181,487
2010	540,608	221,664	174,690	13,695	25,957	3,709,566	199,715
2015	567,741	240,787	201,393	17,205	27,403	4,101,784	216,215
2020	593,962	258,915	244,842	20,505	28,718	4,516,090	231,229
2025	621,618	271,877	268,219	31,882	29,874	4,948,423	244,422

N/A: Queen Creek was not incorporated prior to 1970.
Sources: Maricopa Association of Governments, 1997; Arizona Department of Economic Security Internet Site, 2000.

Income and Minority Status

Within the Draft EA study area, minority and elderly populations were identified at percentages greater than that for Maricopa County as a whole when analyzed within enumeration districts. Within the SCIA study area, three census tracts (within Maricopa County) out of an additional 44 census tracts (41 in Maricopa County, 3 in Pinal County) held minority populations greater than that for the county as a whole.

2. Land Use and Ownership

All identified development referenced in published plans and other documents, or identified by a current landowner or leaseholder, was considered in the SCIA. Planned development/improvements in the SCIA study area are as follows:

- GM proving grounds will close in 2004.
- The majority of vacant parcels are currently platted for residential or commercial development consistent with development goals of the local and county governments.

- US60 corridor will be widened between Superstition Springs Boulevard, and Power Road (full project widening would extend from I-10 to Power Road) is expected to occur in 2004.
- The 202L north and south of the project is expected to be completed in 2007 as recommended by state and county transportation planning agencies, and has also been incorporated into municipal and county land planning documents.
- Future local roadway improvements, such as capacity improvements, are anticipated to occur through the design year.

Completion of these projects meets the land use plan, and based on demographic projections, is forecasted to occur independent of the construction of the current project.

C. ANALYSIS OF POTENTIAL IMPACTS

Potential secondary and cumulative impacts on resources within the SCIA study area are summarized below and detailed in the *Secondary and Cumulative Impact Assessment Technical Report, 202L/US60 Traffic Interchange* **(ADOT 2001g)**. The current project is not expected to pose secondary impacts, or substantially contribute to cumulative impacts on the following socioeconomic and environmental elements:

- Protected species habitat and wildlife.
- Invasive species.
- Air quality.
- Hazardous materials.
- Land resources protected under Section 4(f) of the *U.S. Department of Transportation Act of 1966* or Section 6(f) of the *Land and Water Conservation Act*.
- Cultural Resources.
- Environmental justice, (no disproportionate impacts on the minority and elderly population concentrations; therefore, no violation of Executive Order 12898 in the larger SCIA study area).

All secondary and cumulative impacts on the remaining environmental and socioeconomic resources are classified by:

- *Neutral, Positive, or Negative.*
- *Minor, Moderate, or Substantial.*
- *Temporary or Permanent.* Permanent is assumed unless otherwise noted.
- *Secondary or cumulative.*

Table 4-2 summarizes the potential secondary and cumulative impacts and related mitigation measures anticipated for the remaining elements considered in this SCIA. The table is followed by discussion of such impacts, and related mitigation for each element. In summary, the project alternatives for the project primarily vary in lane and ramp configuration, and as such, are each expected to result in very similar secondary and cumulative impacts. Although these designs have differing potentials to cause immediate, direct impacts (such as resident relocations), in larger space and time boundaries, the design variations become decreasingly discernible.

A noteworthy difference in potential secondary impact relates to freeway access. The removal of the westbound US60 freeway exit and eastbound freeway entrance at Sossaman Road (as prescribed by Alternatives A and B) and removal of the westbound entrance and eastbound exit at Ellsworth Road (as prescribed by Alternative A) could result in increased emergency response times, as well as an overall decrease in local access in that immediate area. Use of alternate routes could help to minimize these response time and access impacts. Alternative C and the No-Build Alternative would maintain full access at both Sossaman and Ellsworth Roads, with a restructuring of the westbound entrance and exit patterns at Ellsworth Road (although access to emergency incidents on US60 between Sossaman and Ellsworth roads is available under Alternative C from either the US60/Sossaman Road and US60/Ellsworth Road TIs). Alternatives A, B, and C vary minimally with regard to modification or termination of existing local street access. In contrast, the No-Build Alternative is expected to result in fewer local street impacts.

Table 4-2: Summary of Potential Secondary and Cumulative Impacts

Environmental Element	Type of Impact	Cause	Potential Mitigation
Vegetation/ Native Plants	Neg/Min/Cumu*	Land use conversion	Salvage measures
	Neg/Min/Sec	Increased overall rate of land use conversion	None
Water Resources	Neg/Min/Cumu	Land use conversion	Avoidance; adherence to Section 404
	Neg/Min/Sec	Increased overall rate of land use conversion	None
Noise Levels	Neg/Mod/Sec	Freeway operation	Alignment depression; barriers; berms
	Neg/Mod/Temp/ Sec	Construction of all project types	Restrictions on hours of construction; compliance with local, state, federal standards
Visual Resources	Neg/Mod/Cumu	Construction of elevated transportation features and res/indus/comm projects	Minimize elevations through design; architectural treatments to blend with surroundings; provision of landscaping
	Neg/Min/Sec	Increased overall rate of land use conversion	None
Land Ownership, Right-of-Way Acquisition	Neg/Min/Sec	Increased overall I.C. of ownership transfers due to increased rate of land use conversion	None
Potential Relocations and Other Conversions	Neu/Min/Sec	Increased overall I.C. of land use conversion	None

Table 4-2: Summary of Potential Secondary and Cumulative Impacts (con't)

Environmental Element	Type of Impact	Cause	Potential Mitigation
Traffic Conditions and Access Routes	Pos/Min/Cumu	Accommodate projected traffic regionally	NA
	Pos/Mod/Sec	Accommodate projected traffic locally	NA
	Pos/Mod/Sec	Improved local access, response times due to new arterial interchanges	NA
	Neg/Mod/Sec	Loss of US60 freeway access at Sossaman/ Ellsworth under Alts. A&B	Identify alternate local route; use new TI
	Neg/Mod/Sec	Modifications of local access routes under All Alts.	Identify alternate local route; use new TI
	Neg/Mod/Cumu	All transportation projects contribute to change in local access patterns	Identify alternate local route; use new TI
Public Service Facilities	Pos/Mod/Sec	Alternate N-S access	NA
	Pos/Mod/Cumu	Improved overall access, response times	NA
	Neg/Mod/Sec	Elimination of US60 access at Sossaman/ Ellsworth may impact local response times, access under Alts. A&B (short-term)	Identify alternate local route; use new TI
	Neg/Mod/Sec	Modification/elimination of local streets may impact local response times, access under All Alts. (short-term)	Identify alternate local route; use new TI

Table 4-2: Summary of Potential Secondary and Cumulative Impacts (con't)

Environmental Element	Type of Impact	Cause	Potential Mitigation
Community Character and Cohesion	Neg/Mod/Sec	TI to result in relocations and access change = character impact	Adherence to architectural design standards; general plan designations; zoning ordinances. Encouragement of public input. Minimization through alignment selection, vertical profile; architectural treatments to blend with surroundings; provision of landscaping.
	Neg/Mod/Cumu	New transportation alignments expected to impact both character and cohesion	Minimization through alignment selection, vertical profile; Architectural treatments to blend with surroundings; Provision of landscaping
	Neu/Min/Sec	Residential/ Commercial/ Industrial development may impact character (pos or neg)	Adherence to architectural design standards; general plan designations; zoning ordinances. Encouragement of public input.
Population Trends	Neu/Min/Sec	Increased overall rate of population growth	None
Economic Conditions	Pos/Min/Sec	Enhanced movement of goods/materials/services	NA
	Pos/Min/Cumu	Enhanced movement of goods/materials/services	NA
	Neg/Min/Cumu	Tax base impact due to relocations	Temporarily offset by using local labor for construction; naturally offset long-term by influx of new residents
	Neu/Min/Sec	Adjacent property value impact due to construction of transportation facility	None

*Impact Descriptors:
Sec – Secondary Cumu - Cumulative Neg – Negative Pos – Positive
Neu – Neutral Min – Minor Mod – Moderate Sub – Substantial

1. Vegetation/Native Plants

Analysis of Potential Impacts

Future residential, industrial, commercial, and transportation projects (including the current project) can be reasonably expected to contribute to a cumulative loss of native vegetation, as defined and protected under the *Arizona Native Plant Law* (Arizona Revised Statutes 3.901 et seq.) (*negative, minor cumulative contribution*). By encouraging an increased rate of land use conversion, operation of the TI could also increase the rate of this cumulative loss (*negative, minor secondary impact*).

Responsibility and Mitigation

Overall plant loss could be minimized by the application of salvage measures, including relocation within public right-of-way (i.e., freeway landscaping) or sale of removed plants to private citizens or nonprofit groups. The Arizona Department of Agriculture must be contacted regarding any project impacting protected native plants (irrelevant of scope or funding source) to arrange for possible salvage.

2. Water Resources

Analysis of Potential Impacts

Future residential, industrial, commercial, and transportation projects in the SCIA study area may result in modification of existing washes. Based on the assumption that some potentially affected washes are jurisdictional, the current project would be a contributing factor to a cumulative impact on jurisdictional waters of the U.S. (*negative, minor cumulative contribution).* In addition, by increasing the rate of land use conversion, the project itself could increase the rate of impact on jurisdictional waters of the U.S. (*negative, minor secondary impact).* Because of the absence of other surface waters in the SCIA study area, no other potential secondary or cumulative impacts were identified.

Responsibility and Mitigation

For project construction, ADOT and its contractors would be required to comply with Sections 401 and 404 of the Clean Water Act and ensure that permit conditions and mitigations are met during construction. Each future residential, commercial and local and county transportation development resulting in impacts to jurisdictional waters would be subject to Sections 401 and 404. Therefore, potential impacts on jurisdictional waters within the SCIA study area would be studied and mitigated on a case-by-case basis.

3. Noise Levels

Analysis of Potential Impacts

This project would add to existing traffic noise generated by US60 and local street network traffic (*negative, moderate secondary impact*). Commercial and industrial development planned in the SCIA study area can also be expected to contribute to this cumulative impact. Following construction, residential projects are not expected to contribute to a cumulative increase in noise levels. Construction of the projects would result in localized, temporary noise impacts associated with construction activity (*negative, temporary secondary impact*).

Responsibility and Mitigation

Construction noise would be minimized by such measures as proper equipment maintenance and appropriate timing of construction activities (hours, days of the week), in accordance with federal, state, or local standards as applicable (see Section III.H). In accordance with ADOT's noise policy and federal regulations, ADOT would mitigate NAC exceedance resulting from this project, the 202L and US60 projects through provision of noise berms and/or barriers, to the extent reasonable and feasible (see Section III.H). Therefore, although transportation projects are expected to increase existing noise levels, mitigation is expected to prevent a cumulative NAC exceedance.

4. Visual Resources

Analysis of Potential Impacts

Construction of this project and the 202L to the north and to the south would alter the visual setting of the SCIA study area by adding an elevated transportation element that does not currently exist (*negative, moderate cumulative contribution*). The project would also contribute to the cumulative impact by increasing the rate of land use conversions and development, which could increase the rate of change for short and mid-range views (*negative, minor secondary impact*). Widening of the existing US60 alignment and local street improvements are not expected to alter the viewshed, while construction of residential, industrial and commercial development projects can be expected to affect short and mid-range views.

Responsibility and Mitigation

ADOT (in coordination with the City of Mesa staff) could reduce overall visual impacts resulting from this project and the 202L and US60 projects using methods such as landscaping per standard ADOT practice where practicable, and blending structures into surrounding landscape to the extent possible. Structures could be designed to use materials with color and texture qualities similar to the surrounding landscape (see Section III.I). The local and county

governments could consider similar measures for local street improvements. Local developers could shield future developments from large transportation projects through landscaping or alterations to topography.

5. Land Ownership, Right-of-Way Acquisition

Analysis of Potential Impacts

Improved access to east-west arterial streets, both north and south of US60 as a result of this project, could increase the development rate of currently undeveloped land in the SCIA study area and, therefore, increase the economic value of that land. Although transportation access is only one of numerous factors influencing land development, provision of access could contribute to an increase in the rate of land ownership transfers and right-of-way acquisition that is already anticipated in the SCIA study area *(negative, minor secondary impact).*

Responsibility and Mitigation

Private entities typically would provide funding for residential and commercial developments and are responsible for project implementation in accordance with applicable federal, state, and local laws and policies pertaining to environmental regulations, site development, design standards, and public involvement intended to mitigate project impacts. Transportation agencies such as ADOT are similarly responsible for mitigating impacts caused by projects planned in the SCIA study area.

6. Potential Relocations and Other Conversions

Analysis of Potential Impacts

Although it would not directly cause further development in the SCIA study area, the current project could increase the rate of planned conversions (*neutral, minor secondary impact*). Land use conversions are recognized as necessary by affected municipalities to accomplish their transportation and other development goals, and to accommodate the continued population growth anticipated in the area.

Responsibility and Mitigation

Resident relocations caused by ADOT projects are mitigated through an acquisition and relocation assistance program would be conducted in accordance with the *Uniform Relocation Assistance and Real Properties Acquisition Policies Act of 1970* (49 CFR Part 24), which identifies the process, procedures, and time frame for right-of-way acquisition and relocation of affected residents or businesses (see Section III.D, Appendix C).

7. Traffic Conditions and Access Routes

Analysis of Potential Impacts

The project is intended to:

- Accommodate projected traffic volumes and contribute to freeway system continuity in the larger Phoenix metropolitan area (*positive, minor cumulative contribution*).
- Help relieve existing congestion along the US60 freeway by providing continuity for the future 202L (*positive, moderate secondary impact*).
- Improve access in the immediate area (*positive, moderate secondary impact*).

Construction of the 202L/US60 TI would also result in direct modification or termination of existing US60 exit/entrance ramps and local streets, and subsequent secondary impacts on local access patterns, as listed in Table 4-3.

Table 4-3. Comparison of Secondary Impacts on Access

US60 Ramp/Local Street Modifications	Alternatives			
	No-Build	A	B	C
Sossaman Road: Remove westbound US60 exit and eastbound US60 entrance		X[1]	X	
Ellsworth Road: Remove westbound US60 entrance and eastbound US60 exit		X		
Corabell Avenue and Pueblo Avenue: Terminate local east-west access at northern TI leg	X	X	X	X
Crescent Run and Valle del Oro: Terminate several local streets within residential developments at northern TI leg	X (Minor)	X	X	X
Termination of several local streets north and south of US60 at western TI leg	X (Minor)	X	X	X

[1] Access impacts denoted by X

Changes to existing access patterns would require identification of alternate travel routes; these alternate routes might increase travel time for some motorists (*negative, moderate secondary impact*). Similar local street impacts could occur as a result of the construction of the 202L to the north and south of the project, resulting in a cumulative impact that the current project would contribute to (*negative, moderate cumulative contribution*). To summarize, it is anticipated that

the improved access gained through operation of the TI would provide adequate alternatives for any modified or terminated local access patterns.

Responsibility and Mitigation

ADOT and the city and county governments would work jointly in identifying (and funding, if warranted) alternative access routes when existing access patterns are altered to a degree to cause undesirable traffic circulation in the local street network.

8. Community Character and Cohesion

Analysis of Potential Impacts

The displacement of residences, alteration of current access patterns, and introduction of a major transportation facility where one does not currently exist, is expected to have a negative, secondary impact on residential community character at several locations in the Draft EA study area (*negative, moderate secondary impact*). In conjunction with this project, community impacts from the construction of the 202L to the north of the project, and to a lesser extent, the 202L to the south would also have a *negative, moderate cumulative contribution*.

Future residential, industrial, and commercial developments would affect neighborhood character in the SCIA study area. These developments could result in neutral (maintain the existing character), positive, (improve the character) or negative impacts (degrade the character). Because of the potential for neutral, positive, or negative impacts, changes to community character resulting from these development projects are collectively referred to as *neutral, minor secondary impacts*.

Responsibility and Mitigation

ADOT and the city and county governments would work jointly in identifying (and funding, if warranted) measures to reduce impacts on community character and cohesion. Such measures could include street and pedestrian overpasses, architectural treatment of structures to reflect surrounding community architecture, and through strict adherence to and enforcement of established and approved design standards, general plans, and zoning ordinances.

9. Public Service Facilities

Analysis of Potential Impacts

Overall, access to police and fire stations, hospitals, bus stops, park-and-ride sites, post offices and libraries is expected to improve following construction of the project, by providing continuity for a higher speed, north-south alternative to the local street network, and connection to US60 (*positive, moderate secondary impact*). Construction of the 202L and improvements to

US60 and local streets would further contribute to an overall improvement in access to local public services (*positive, moderate cumulative contribution*).

The action alternatives would alter access to US60 from Sossaman and Ellsworth Roads. Consequently, emergency response times to US60 incidents between these two roads may increase in the short term (*negative, moderate secondary impact*). Modification or termination of freeway access at Ellsworth Road and local streets/travel routes could have a similar indirect impact on localized response times and access (*negative, moderate secondary impact*). Further, as population increases in the SCIA study area, public services and emergency providers may experience service reductions. The project would not directly affect population growth but might contribute to an increase in the rate of development in the area. However, construction of this project and the 202L along with improvements to US60 and the local street network may improve emergency response times in the long term (*positive secondary impact*).

Responsibility and Mitigation

Emergency services, at levels needed to accommodate population growth, could be shared by governmental units, private providers and/or land developers. Potential undesirable impacts on emergency response routes and times in the short term, caused by a reduction in US60 access, could be minimized by:

- Identifying of alternate routes.
- Using the new TI and the future arterial interchanges along 202L both north and south of US60.
- Using the existing local street network.

10. Population Trends

Analysis of Potential Impacts

Population growth rates have occurred in the absence of the project, and will likely continue with or without it. Operation of the project (and other projects in the SCIA study area) could increase the rate at which currently defined population projections are realized in the SCIA study area (*neutral, minor secondary impact*). The project would not affect the existing or projected demographic makeup of this population (i.e., ethnicity or income level). Because this project and other transportation projects have been designed specifically to respond to population forecasts (as opposed to encouraging population growth where it might not otherwise occur), no cumulative impact on population growth has been identified.

Responsibility and Mitigation

Mitigation is not warranted.

11. Economic Conditions

Analysis of Potential Impacts

The project would enhance the movement of goods, materials and services, both locally and regionally (*positive, minor secondary impact*). Other planned transportation improvements would also contribute to this cumulative impact (*positive, minor cumulative contribution*). Construction of planned residential, industrial and commercial development projects, and the resulting influx of residents and consumers, would increase the demand for goods and contribute to county tax bases.

Resident displacement, as required by the current project and the future Red Mountain and Santan Freeway projects, could have a minor, negative impact on economic activity in the immediate area, because of a negligible loss of local consumers and tax base (*negative, minor cumulative contribution*). However, it is likely that displaced residents would soon relocate within Maricopa or an adjacent county; thereby, maintaining the regional tax base and consumer pool, and minimizing any regional economic impact.

The value of properties in close proximity to the major transportation projects in the SCIA study area may experience slight reduction in the rate of appreciation. Land value is affected by numerous factors (i.e., market conditions, economy, location) and in the absence of a site-specific, detailed economic analysis of potential impacts on adjacent property values, a *neutral, minor secondary impact* is recognized.

Responsibility and Mitigation

City and county government and economic development officials should continue to work with land developers and property owners to ensure development occurs in a manner consistent with local and regional planning to support the local and regional tax base.

V. COORDINATION

A. AGENCY INVOLVEMENT PROCESS

An agency scoping meeting was held Thursday, September 7, 2000, from 1:00 p.m. to 3:00 p.m. at the Valle Del Oro RV Resort, 1452 S. Ellsworth Road, Mesa, AZ. The following agencies and organizations were invited to attend the agency scoping meeting to express ideas, issues, and concerns regarding the project:

- Arizona Department of Agriculture
- Arizona Department of Environmental Quality
- Arizona Department of Water Resources
- Arizona Game & Fish Department
- Arizona Public Service Company
- Arizona State Land Department
- U.S. Bureau of Land Management
- City of Mesa
- Federal Highways Administration
- Maricopa County Flood Control District
- Maricopa Association of Governments
- Maricopa County Department of Transportation
- Maricopa County Environmental Services
- Maricopa County Planning and Development
- MEGACORP
- Mesa Public Schools
- National Resources Conservation Service
- Regional Public Transportation Authority Salt River Project
- Southwest Gas
- State Historic Preservation Office
- U.S. Army Corps of Engineers
- U.S. Bureau of Indian Affairs
- U.S. Bureau of Reclamation
- U.S. Fish and Wildlife Service

Representatives from the following agencies attended the meeting:

- City of Mesa
- City of Mesa Police Department
- Maricopa County Environmental Services
- Salt River Project
- Maricopa County Comprehensive Planning
- City of Mesa Planning Department
- Maricopa County Department of Transportation
- Maricopa Association of Governments
- City of Mesa Transportation Department

Others who attended were:

- ADOT Environmental Planning Group
- ADOT Right-of-Way Section
- ADOT Public Affairs Section
- ADOT Valley Project Management

In general, issues/concerns raised at the agency scoping meeting included:

- Increased neighborhood impacts of larger TI project.
- Noise and visual impacts.
- Environmental impacts not envisioned in the 1999 FEIS.